

**Metropolitan Transportation Commission
Community Focus Group: Dixon Family Services
Held at the Dixon Family Services Offices
Dixon, California
May 27, 2008**

General comment before we started: Suggests challenge grants ... to ensure access to transit

Question 1

1. Which of the following strategies should be a higher priority?	
A. Spending transportation funds to maintain the existing system of roads and the existing bus, rail and ferry services in the region	7
B. Spending transportation funds to build new roads and add more bus, rail and ferry services in the region	6

Why select A:

- Keep up what we already have; fix the roads, buses that we already have
- More buses definitely needed; no bus service on weekends; very limited service during the week (in Contra Costa County and Solano County) She can't schedule more than one appointment each day because she can't get to more than one appointment using transit
- if you build more (roads, etc) then in 25 years you are going to have to fix those so you are building another problem

Why select B:

- Transit system in Benicia sucks; can't work nights or on weekend if you live in Benicia; to get to Fairfield you have to go to Vallejo first, then to Fairfield
- Rumors that Benicia Transit is going to be merged with Vallejo but Vallejo is raising fares and that's not fair to poor
- Picked B because he lives in Vacaville but transit stops early and he has to jump on so many buses to get anyplace; have a good system in place, just need more buses to have more direct routes and to run longer times like in SF where buses run 24/7.
- Also, roads need to be fixed; buses add stress to the roads and create more potholes so with B need to also add money to repair roads
- Voted for B: 50,000 clients around the county and when they map out where clients live and compare that to bus routes, then can understand the complaints from clients that they can't get to services. Centers open at 6:30 am and clients can't get to Center at 6:30 a.m. due to no transit service that early; and often hear from clients that they can't get to work for late night shifts cause they can't take a bus to get there
- Same man: Also ran community assessment on child care and people using child care; report is posted on First 5 Web site for Solano County. Clients reported that child care centers are so scattered that by the time they deliver children then get to work they have lost a lot of time already
- If people were working then their taxes would help provide more money for roads, etc. And there are jobs but people can't get to them because of no transit.
- Not enough roads because need more roads to access more directly the job locations; example of how far she has to drive to get from point a to point b; there could be a more direct road so she voted for B.

Question 2

2. How much of the \$30 billion dollar budget should be spent on maintaining local streets and
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roads, state highways, and public transit systems?	
A. Up to 25% (\$7.5 billion)	7
B. Up to 50% (\$15 billion)	7
C. Up to 75% (\$22.5 billion)	0
D. 100% (\$30 billion)	0

- Rural areas like Dixon are no longer so rural and need more money in this area; don't give all money to urban places like San Francisco
- If you do maintenance on a regular basis, need to manage funds so that you can identify other approaches to fund. For example, working together to
- Selected A /25% -- because when you regularly do the maintenance, things tend to last longer and if you keep doing it won't cost as much in the long run as you keep it maintained.
- Why B (50% toward maintenance): aren't fixing the roads enough now. Lots of potholes right now.
- If you don't know certain roads then you can really hurt your car. One person had a parent who got into an accident due to a pothole.
- No sidewalks in some developments and need sidewalks. Nowhere to sit or walk if using transit. Can be dangerous without sidewalks.

Question 3

3. If you didn't spend all \$30 billion dollars on maintenance projects, where would you spend the rest of the funds?

- On transit, improve bus service
- Agrees with that; transit needs to run later than 7 pm. She can't take classes at Community College because they are late and no transit service at night.
- Colleges – getting to colleges is critical! Solano Community College is large but many classes at night are empty because students can't get to class at night. Better transit to the community college is critical, very important.
- Also fares on buses can be expensive for some students. That's why he suggested employers providing some transit subsidy for employees and some private/public partnerships.
- On roads and transit – need an alternate. Route for 113 so trucks aren't coming through downtown all day long. There are probably other alternate routes that could be built to take some of the congestion off I-80 if we would spend more money for more roads
- More money to paratransit and for school bus services. Especially for school day-trippers; those bus routes are so packed with teenagers that some regular adult riders can't get on because they are filled with students

Question 4

4. Which of the following projects should be a higher investment priority for the region's transportation system?	
A. Spending transportation funds on the highway system to relieve traffic congestion, including ramp metering, high-occupancy toll lanes, etc.	4
B. Spending transportation funds on public transit options, including rail and buses to provide alternatives to driving	11
C. Spending transportation funds on walking paths and bicycle lanes to provide alternatives to driving	0

- The way gas prices are going up, need more transit.

- Some folks can't afford a car.
- Bicycle commuting not safe; some have been hit by a car before. Also not safe from the standpoint of muggings in certain neighborhoods
- Doesn't vote for C: Because often distances are too far for folks to get from home to work.

Question 5

5. What's the one improvement that could be made to public transportation that would increase ridership?
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- Expanding times of service (early, later)
- Cheaper prices/fares and more service
- Challenge grant: Have employers pitch in to subsidize low income employees to use transit so they can get to work; he's not necessarily advocating for lower fares; knows that that may not be realistic. But wants to see lower fares for low-income employees so that they can get to work
- Reliability – can't count on the same trip taking the same amount of time each day
- Some times the bus misses people; doesn't see them standing at the bus stop. He suggests something he has seen in the state of Washington, which is a light on the bus stop sign that rider turns on so that bus driver knows to stop at that bus stop.

Question 6

6. Which of the following should be a higher priority?	
A. Providing more transportation funds to communities that are planning to build more housing along BART and other public transit lines	6
B. Providing transportation funds evenly to communities regardless of where they are planning to build homes	9

- A: That's part of community development so that people are closer to jobs, community
- A: life expectancy is higher in dense housing rather than scattered housing; should force/incentives to develop dense housing
- B: because
- Rent is always higher close to transit, so she would spread money to all communities because some people like herself can't afford the higher rents at places close to BART, etc. Plus, there will never be transit/BART in Benicia.
- B, because folks with small kids can't walk a far distance with kids and needs transit bus stops to be closer
- In France, flats for workers near jobs, and family stay further out at home

Question 7

7. Do you agree or disagree with this statement: <i>"There should be a subsidy for low-income riders."</i>	
A. Strongly Agree	12
B. Agree	3
C. Neutral	0
D. Disagree	0
E. Strongly Disagree	0

- If youth and elderly are already getting a discount, then why not help low income folks.
- Should be equal for everyone; if youth get a lower fare, then why not low income

- Has a friend who doesn't work because transit fares and child care cost more than he earns

Question 8

8. Do you agree or disagree with this statement: <i>"I favor basing all transit fare subsidies on income rather than age or disability."</i>	
A. Strongly Agree	2
B. Agree	0
C. Neutral	12
D. Disagree	1
E. Strongly Disagree	0

- She's neutral because doesn't want to take it away from disabled or elderly
- Disagree: Could each case be determined on a case-by-case basis; some elderly have money but are still living in old era where they don't spend money
- It's a hard decision when there is no gray area because it is a hard decision when someone just misses the cut-off line
- At 200 percent of poverty one could pay their own transit. She sees lots more folks at 100% of poverty that are much more needy
- Hard when eligibility is based on last year's income because that money is spent and need services based on today's situation, not last year's situation
- Establishing a "system/new process" costs so much, so best way is to tie it to an existing (bureaucratic) system

Question 9

9. Which of the following should be a higher priority?	
A. Reducing tailpipe emissions and encouraging alternatives to driving, such as public transit, bicycling, walking, etc.	14
B. Reducing traffic congestion and improving traffic flow to make it easier to drive around the Bay Area	1

- Bikes with kid trailer for in-town commuting
- Introduce idea that California become a model state and all cars should be downsized
- Need more light-rail transit /electric transit trains
- Reducing congestion a higher priority cause we already have pretty good air quality

Question 10

10. Which programs do you think are most effective to reduce the amount of emissions? <i>(Select as many as you think will reduce emissions.)</i>	
A. Subsidize purchase of newer/cleaner vehicles	11
B. Provide more/cheaper public transit	14
C. Develop awareness campaign to encourage people to reduce fossil fuel use	8
D. Build more bike paths and sidewalks	11
E. Funding incentives to cities to allow more development near transit	6
F. Support local traffic signal timing coordination	7

Option A:

- Suggest we subsidize purchase of newer/cleaner cars for low income.
- Also for low income, subsidize smog checks

Option B. more transit

Option D: more bike paths and sidewalks; especially sidewalks

Question 11

11. How much of the \$30 billion dollar budget should be spent on maintaining local streets and roads, state highways, and public transit systems?	
A. Up to 25% (\$7.5 billion)	7
B. Up to 50% (\$15 billion)	4
C. Up to 75% (\$22.5 billion)	3
D. 100% (\$30 billion)	0

Similar question asked at the beginning/ Only one person changed his/her answer ...

Question 12

12. Thinking ahead to the year 2035, if you had \$30 billion, how much would you spend on each of the following projects to prepare for our regional transportation needs? To make it simpler, let's change the \$30 billion to \$30. Out of the \$30, please fill in the dollar amount you would spend for each area.	
A. Maintenance of existing roads and systems	\$162
B. Relief of traffic congestion	\$65
C. Provide transportation funds to cities that develop housing near transit	\$54
D. Provide access to public transit systems for all Bay Area residents	\$122
E. Reducing automobile emissions	\$41

Question 13

13. Now that we've done the budget, would you favor pursuing new revenues to increase the funding?	
A. Yes	10
B. No	9

Question 14

14. Which of the following new revenue sources would you support? (Multiple answers are okay.)	
A. Regional gas fee	0
B. Higher bridge toll	1
C. Road tolls	3
D. Vehicle registration fees	8
E. County transportation sales taxes	4
F. Other new revenues	4
G. No new fees or increases	7

- Impose vehicle registration fees for luxury vehicles only
- To the workers who have salaries of three digits -- tax or reduce their income for those folks who make three digit salaries (tax all rich, not just public workers)
- Impose fees for gas hogs
- Find other companies to help match what we already have to make it better so more people can get to work and so economy can improve
- A couple of folks picked no new fees
- Challenge grant for employers ...